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LAND USE PLAN REVISION

BREVARD, NORTH CAROLINA

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BREVARD, NORTH CAROLINA

May, 1973

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INTRODUCTION

This report will review the 1964 land use plan in light of changed land use, regional development, economic conditions, the 1970 census results and other factors and provide an updated plan to guide future development of the Brevard Planning Area. The 1964 land use plan will be supplemented by adding needed guides for municipal development such as soils interpretation, slope of the land, and utilities extension.

While using basically the same land use classifications as was used in 1964, a survey was conducted and a land use map prepared for the Brevard planning area.

The findings, analysis and recommendations of this report will be given special emphasis in revising the zoning ordinance and zoning map for the planning area.

The planning period of the Brevard Future Land Use Plan is twenty years, thinking in terms of the target year 1993. In looking to the future, past experience and review are often helpful. The earlier land development plan for Brevard provides an excellent reference point for this look backward.

Without the purposeful use of land use controls such as zoning, subdivision regulations, capital budgeting, building and housing codes, the land use plan is of little value. Five public purposes for which land use controls are employed in the public interest are as follows:

1. To guide the use of land to promote development of the community;
2. To curb the misuse of land so that it will not injuriously affect the interest of the community;

3. To prevent the abuse of land (prevention of abortive subdivisions);
4. To regulate the nonuse or disuse of land;
5. To guide the reuse of land for more appropriate purposes.¹

"Land Use" means a great deal more than existing or proposed improvements. Human activity is the essential basis on which the land use plan is built. And as human activity changes, tools of land use control should be flexible and adhere closely to changing community needs.

¹ Stuart F. Chapin, Jr., Urban Land Use Planning, University of Illinois Press, Chicago, 1970, pp. 56-57.

CHAPTER I

REVIEW OF THE 1964 PLAN

The 1964 plan discussed several problem areas in the community which should be tackled by local leadership and overcome. Land use classifications were applied to functional land usage for Brevard and its surrounding planning area which included a one mile area of land adjacent to and enclosing the corporate limits.

Residential Land Use

In 1964, single family residential land use accounted for the overwhelming majority of uses with the highest concentrations in the eastern and southern sections of the City. The blighted areas stagnated in the western section on both sides of Probart Street with the worst conditions existing between West Main Street, south of Oakdale Street. Other dilapidated housing was shown to exist in the northern and western fringe areas of Brevard.

Among recommendations made in the 1964 study for termination of blighted conditions and their complementary social hazards were as follows: (1) new educational efforts; (2) new income sources; (3) urban renewal; and (4) public housing.

Among other related problems pointed out in the 1964 plan were the abundance of incompatible land uses and "leapfrogging." Incompatible land usage involves the existence of different land uses in close proximity to each other, which in some way deplete the characteristics, value and intent of the areas. The primary problem was that of encroachment of commercial land uses upon residential areas.

The other major problem was "leapfrogging" which involves the extension of municipal utilities to newly developing areas bypassing large vacant tracts of land closer to existing utilities that should be developed first and could more easily be served by municipal utilities.

Housing qualities in the 1964 Plan were shown to be generally good. However, there were 284 deteriorating and 171 dilapidated dwelling units out of a total of 2,700.

Industrial Land Use

Industrial land uses were depicted as being a minute percentage of the whole, with many industrial structures being vacant. Abandonment of industrial sites was the major industry related problem.

Commercial Land Use

The overall commercial situation was good in 1964, with the C.B.D. being relatively compact and in good relationship to adjoining land uses. Highway oriented land uses located along U. S. 280 were posing a future threat to the area with unchecked, scattered or "shoe string" type commercial districts. Keeping commerce compacted within the inner-city was the primary recommendations.

Public and Semi-Public Land Use

With 500 acres of public and semi-public land available in Brevard in 1964 the town was described as richly blessed.

Problems were: (1) inaccessibility of location and insufficiency of size in relation to Rosenwald Elementary School. Acquisition of land to the north, demolition of bordering residences, and the improvement of

neighborhood streets were recommended; (2) Brevard Elementary posed the same problems creating overcrowdedness, traffic hazards, and incompatible land use. An "inner loop" thoroughfare system was suggested to aid traffic problems.

Primary recommendations were: (1) "The schools of Brevard Elementary and Brevard Junior High be relocated to a larger area with proximity to the existing high school thereby creating an educational complex to the south of the central city. (2) The existing sites be redeveloped in accordance with the future land use plan."

Vacant Land Use

Vacant land use in Brevard in 1964 accounted for 71 percent of the total land area with only 36.5 percent of that area being developable.

Flood Plain Area

Nearly 35 percent of the Brevard Planning Area was designated flood plain area and undevelopable. It was recommended that future residential development be prohibited in this flood plain.

Transportation

An analysis of thoroughfare systems in 1964 revealed three significant facts:

- (1) Brevard had a "radial" thoroughfare system;
- (2) It did not have a "belt" or loop system connecting radial streets; and
- (3) It could not provide the needed intra- and inter-city traffic circulation.

The radial street is designed to serve inter- or intra-city traffic circulation.

The loop- or belt-street is designed for moving intra-city traffic from one section of town to another and for moving through traffic around the City.

In conclusion, the recommendations were to develop an arterial system consisting of constructing a loop system that connects existing radial streets.

Population and Economy

In 1964, the population and economic analysis was referred to in a report called "The Economy of Brevard." A synopsis of this report revealed that Brevard's economy was dominated by major national paper and chemical industries and by professional and commercial services for Transylvania County's permanent, retired and seasonal residents.

It was recommended that future emphasis be placed on quality of population, industries and services, thereby providing quality utilization of the land.

CHAPTER II

EXISTING LAND USE ANALYSIS AND LAND USE DEVELOPMENT COMPARISON

This section will provide a reevaluation of land development in Brevard. Emphasis will be placed on determining in what manner development has occurred since publication of the 1964 Plan. This analysis is undertaken in order to provide a base for the formulation of a plan for the future development of Brevard and its extraterritorial area.

The Division of Community Services, in order to obtain an accurate account of land development in the planning area since 1964, conducted a field survey of existing land use within the city and its planning area during 1972 (Map 1). The same basic land use categories were used in 1972 that were utilized in 1964.

Land use for the planning area has undergone a number of changes in the nature and direction of growth since 1964.

Residential Land Use

Residential development has been substantial since 1964. The major areas of residential development are the areas between U. S. 64 and Country Club Road, and areas to the north on both sides of U. S. 64. Other new developments have occurred between Silversteen Drive and Oakdale Street, between East Main and Maple Streets and generally throughout the planning area. Today there are over 2,165 residential dwelling units in Brevard as described in the Neighborhood Analysis study done in 1970.

Public Housing has also entered the picture in Brevard. As in 1964, residential stagnation still exists in Brevard. The report, Neighborhood

Analysis, Brevard, North Carolina points out the major areas of blight within the City. With the formation of a Housing Authority, the town has designated several areas for public housing starts. At least 100 units of low-income public housing are under, or are soon to be under construction. Many slum dwellings have been condemned and are due to be destroyed. Both the poor and aged will be able to relocate into suitable housing. The three areas designated for public housing are as follows:

- (1) Area between Oakdale and Morgan Street to house the elderly;
- (2) Area to the west adjacent to Hillview Street;
- (3) Area in north side of Whitmire Street at Palmer Street.

Industrial Land Use

Industrial land uses within the Brevard Planning Area are still very minimal. The district between Silversteen Street and Oakdale Street, zoned I-1 Industrial, has been the site of substantial new housing starts. The industrial buildings which once occupied this district have been torn down. The industrial zone to the north is adequate for existing industry and any future light industry that may wish to locate within the City of Brevard.

Industries located in the Brevard area are as follows:²

American Thread Company - Rosman

Brevard Manufacturing Company - Brevard

DuPont Company - Brevard

² Division of Commerce and Industry, Directory of North Carolina Manufacturing Firms, 1972-73.

BREVARD, NORTH CAROLINA

LAND USE MAP



Analysis, Brevard, North Carolina points out the major areas of blight within the City. With the formation of a Housing Authority, the town has designated several areas for public housing starts. At least 100 units of low-income public housing are under, or are soon to be under construction. Many slum dwellings have been condemned and are due to be destroyed. Both the poor and aged will be able to relocate into suitable housing. The three areas designated for public housing are as follows:

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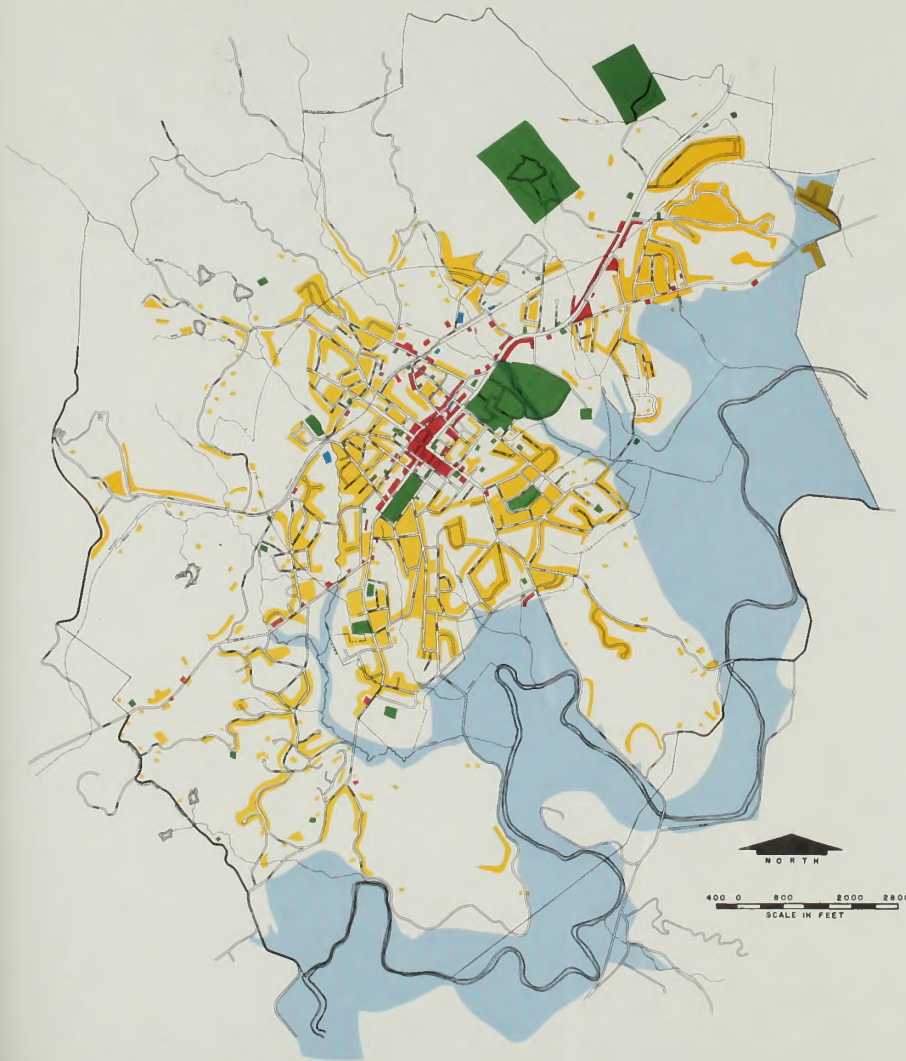
BREVARD, NORTH CAROLINA

MAP 1

EXISTING LAND USE MAP FOR 1972

LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  PUBLIC & SEMI-PUBLIC
-  INDUSTRIAL
-  FLOOD PLAIN



M-B Industries - Rosman

Olin Corporation - Pisgah Forest

Snyder Spring Corporation - Rosman

Weiss Machine and Manufacturing Company - Brevard

Xylon Systems - Brevard

Commercial Land Use

The major change in commercial land use since 1964 is the addition of a major shopping center (the Brevard Plaza) to north of Brevard on U. S. 64. This shopping center serves both Brevard and Transylvania County residents. The complex provides adequate parking and one-stop-shopping; which is essential for any commercial enterprise operating on a major thoroughfare.

There has also been commercial growth in the areas zoned C-4, Highway Business District in the north and south of the Brevard planning area. Certainly the addition of more highway uses has increased the volume of traffic on the highways they border. In some instances adequate parking has not been provided.

Public and Semi-Public Land Use

The 1964 Plan pointed out the abundance of public and semi-public land within the Brevard planning area (500 acres). The majority of such land use was and still is utilized for educational and recreational purposes. The major change in public and semi-public land use is the recent decision to discontinue the use of the old Brevard Elementary and Brevard Junior High buildings.

The area being abandoned for educational use could be feasibly utilized for the expansion of central business district property, allowing the downtown to physically remain relatively compact. One of the Brevard Elementary School buildings has already been designated as a future public office building by the local government.

Several sites are being considered for the relocation of the school sites. One possible site for the junior high is on Fisher Road near Camp Carolina. If the elementary school is relocated one possible site that has been mentioned is an area adjacent to Greenville Highway near the Brevard Airport.

Flooding

The present land use plan dealt sparingly with the subject of flooding problems. With the potential threat of flooding in the Brevard area realized, comprehensive studies have been completed. The primary study was done in 1964 by the Tennessee Valley Authority, which included the analysis of all rivers and streams that potentially threaten land uses in the area (Map 2).

The Brevard planning area is drained by the French Broad River Basin on which it borders, and four tributaries. They are the following:

TABLE 1

STREAMS AFFECTING BREVARD

Stream	<u>From</u> Mile	<u>To</u> Mile	<u>Drainage Area</u>	
			<u>Downstream Limit</u> Sq. Mi.	<u>Upstream Limit</u> Sq. Mi.
French Broad River	186.9	208.4	291	130

TABLE 1--Continued

Stream	<u>From</u> Mile	<u>To</u> Mile	Drainage Area	
			<u>Downstream Limit</u>	<u>Upstream Limit</u>
			Sq. Mi.	Sq. Mi.
Davidson River	0	4.47	47.30	37.40
King Creek	0	2.38	4.60	2.89
Nicholson Creek	0	2.18	5.13	0.19
Tucker Creek	0	1.38	1.50	0.198

Source: Tennessee Valley Authority, 1964

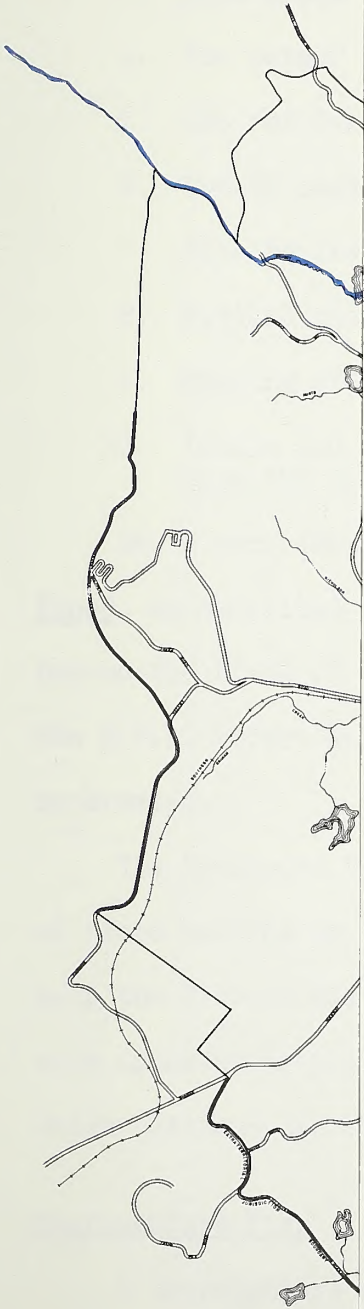
History has exemplified the dangers of flooding on the French Broad many times. Known floods in the vicinity of Brevard have been recorded as far back as 1791, with at least eleven destructive floods recorded since. The largest flood recorded occurred in July of 1916, which resulted from a tropical hurricane hitting the coast of South Carolina. Thousands of acres of crops were destructed and all utilities and services were brought to a halt. Brevard's economy was destroyed as floodwaters and mud slides devastated the countryside.

As a result of the T.V.A. studies of 1964, the Brevard Planning Board has designated on the zoning map an area designated F-1 Floodplain. Plates nine and ten of the report entitled "Floods on French Broad, Davidson River, King Creek, Nicholson Creek, Tucker Creek, in the Vicinity of Brevard, North Carolina," prepared by the T.V.A. illustrate the extent of possible flooding in the Brevard area.

The following land uses are within the 1916 flood, or Flood of Record area:

1. Brevard Golf Course;

BR



BREVARD, NORTH CAROLINA

MAP 2

STREAMS IN THE BREVARD AREA

Note: Streams shown are major streams affecting development in the Brevard Planning Area.



2. Two residences - New School Road;
3. Auto parts store - New School Road;
4. Two hangar buildings - New School Road;
5. Two residences - Morningside Drive;
6. Twenty residences in North Brevard Area, adjacent to Pisgah Forest;
7. Five businesses - adjacent to Pisgah Forest;
8. Bottled gas plant - Southern Railway System at Penrose;
9. Pumping station - New School Road;
10. Intake and pumping station - on French Broad River just upstream from the mouth of Davidson River.³

It is very important to realize the fact that the Maximum Probable Flood, as described by T.V.A. study will extend a considerable distance beyond the Flood of Record. Facts, figures and illustrations are given in the T.V.A. report which should be relied upon heavily for future planning in Brevard.

The Tennessee Valley Authority is now engaged in an intensive study of flood hazards in the Brevard area. The purpose of this report is to help the Brevard Planning Board designate all floodable lands in the community in order to provide a basis for protective zoning and other means by which citizens can safely utilize their property that is flood prone.

Thoroughfare Plan

A thoroughfare plan was prepared for Brevard in 1964 by the North Carolina State Highway Commission and was adopted by the city on November 22, 1965. The graphic portion of the major and minor thoroughfare locations

³ Brevard Planning Board, Planning for Damage Prevention at Brevard, North Carolina, 1970.

are depicted on Map 3.

The following are excerpts from the thoroughfare plan describing the function of proposed system:

"Street and Highway Needs Through 1984

- (1) Rosman Highway (U. S. 64 West). Improve the general alignment and widen Rosman Highway to four travel lanes from South Broad Street to the limits of the planning area. Five lane treatment is recommended at major intersections. (Note: This project was already programmed for construction at the time of writing and included the entire portion of U. S. 64 between Brevard and Rosman. The estimated cost of improving the section within the planning area was \$740,000 including \$241,000 right-of-way costs. The total cost also includes a bridge over the Southern Railway.)
- (2) U. S. 64-276 Bypass (Proposed). Construct the proposed bypass between U. S. 64-276 North and U. S. 64 West. Four travel lanes will be required with five lane treatment at major intersections. Partial control of access is recommended. The total estimated cost is \$1,720,000 of which \$328,000 is for right-of-way.
- (3) Greenville Highway (U. S. 276 South). Improve the alignment and widen the existing 18' pavement south of the proposed U. S. 64-276 Bypass to 24'. Widen the remaining section of Greenville Highway between the proposed bypass and East Main Street to provide four travel lanes. Estimated cost for all recommended Greenville Highway improvements within the planning area is \$416,000 (\$48,000 of which is for right-of-way).
- (4) Country Club Road (S.R. 1116). Widen the existing section between Gallimore Road and South Broad Street to provide four travel lanes. The existing 19' pavement south of Gallimore Road should be widened to 24' with general improvement in horizontal alignment. The estimated cost is \$495,000 including \$205,000 for right-of-way.
- (5) McLean Road, Oaklawn Avenue, Railroad Street. Extend Oaklawn Avenue to Railroad Street. Relocate the section of Railroad Street between Whitmire Street and McLean Road to parallel, but not to cross, the Southern Railway tracks. Two travel lanes will be adequate. The total estimated cost is \$250,000 of which \$93,000 is for right-of-way.
- (6) Pisgah Forest Road (Old U. S. 64). Upgrade the existing 20' pavement to suggested design standards for a two-lane urban roadway and provide turning lanes at the intersection with the proposed bypass. The estimated cost for improving the section between North Broad Street and Neely Road is \$113,000 including \$40,000 for right-of-way.

- (7) Cashiers Valley Road (S.R. 1344). Improve the general alignment and widen the existing 17' pavement between Jordan Street and Probart Street to 24'. Estimated cost is \$216,000 including \$55,000 for right-of-way.

Long Range Needs (After 1984)

- (1) Caldwell Street-Gaston Street One-Way Pair. Widen both Caldwell Street and Gaston Street to accommodate three travel lanes. Extend Gaston Street at both its northern and southern termini to connect with Broad Street. Build a connector between South Caldwell Street and South Broad Street. Initiate one-way traffic operations on Caldwell Street and Gaston Street. The estimated cost of improving Caldwell Street is \$610,000 of which \$286,000 is for right-of-way. The estimated cost of improving Gaston Street is \$490,000 including \$220,000 for right-of-way.
- (2) Jordan Street-Morgan Street. Extend Jordan Street southeastward to connect with Greenville Highway. Extend Morgan Street to intersect the proposed extension of Jordan Street. Provide sufficient width on each to accommodate three travel lanes. Initiate one-way traffic operations. Estimated cost is \$558,000 including \$236,000 for right-of-way.
- (3) Probart Street Extension. Improve the general alignment and extend Probart Street Extension to Rosman Highway. Two travel lanes will be adequate. Estimated cost is \$267,000 of which \$31,000 is for right-of-way.
- (4) Cashiers Valley Road (Between Probart Street Extension and Rosman Highway). Improve the horizontal alignment and widen the existing 17' pavement to 24'. Estimated cost \$364,000 including \$33,000 for right-of-way.
- (5) Probart Street. Widen the one-block section between North Broad Street and North Gaston Street to ultimately provide three travel lanes (see long range need for Broad Street-Caldwell Street one-way pair). Widen the section of Probart Street between Broad Street and Oaklawn Avenue, to provide four travel lanes. Two travel lanes will be adequate beyond that point, but the existing 24' pavement within the corporate limits should be extended on to Music Camp Road. The estimated cost is \$356,000 of which \$134,000 is for right-of-way.
- (6) U. S. 64-276 Bypass Connector. Construct on new location (see figure 16 for the corridor location) the 2.1 mile long U. S. 64-276 Bypass connector between the proposed Brevard Bypass at Kings Creek and U. S. 64-276 Bypass North. Control of access is recommended. This connector will relieve the expected future congestion on the southern portion of Hendersonville Highway (U. S. 64-276).

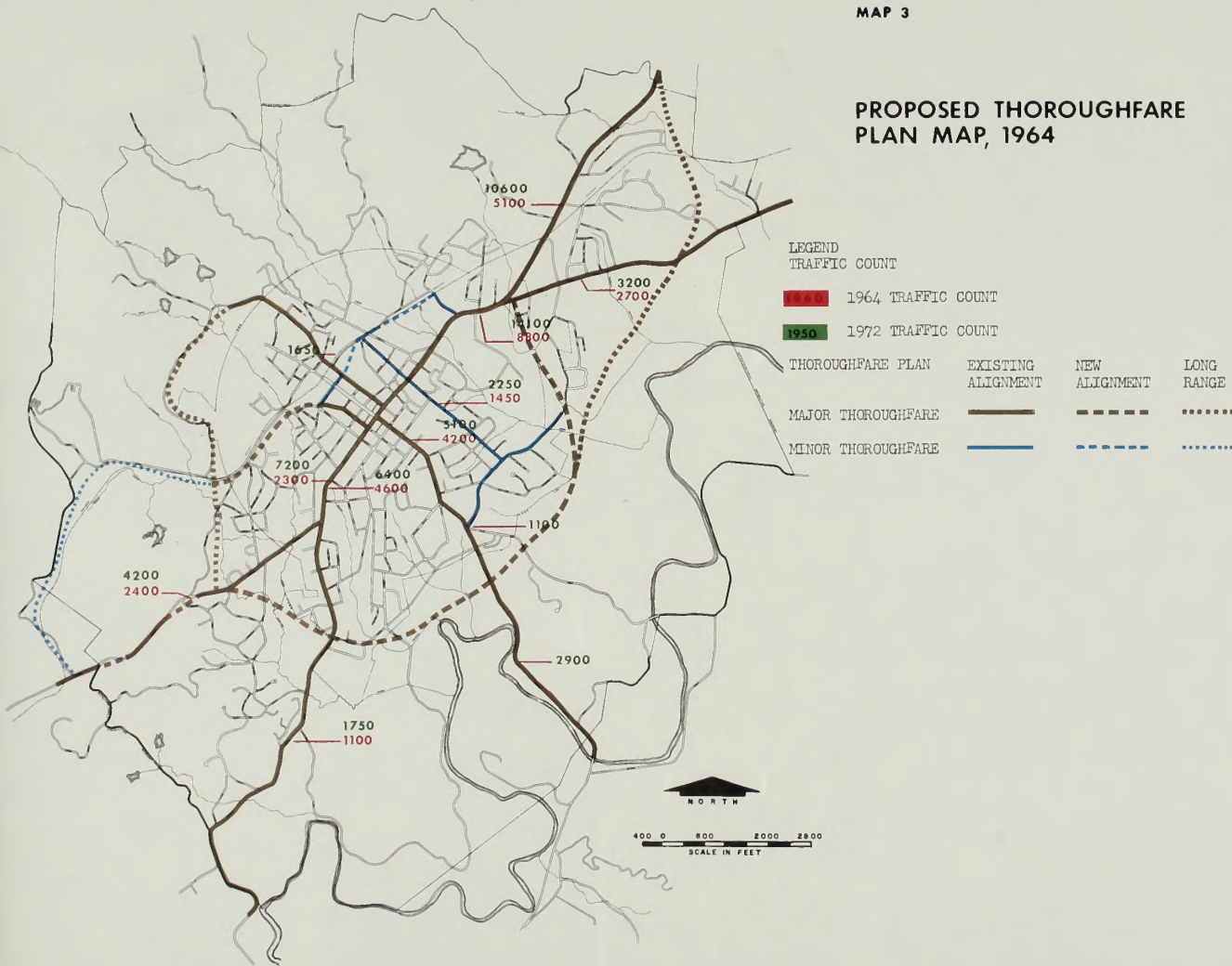
BREVARD, NORTH CAROLINA



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MAP 3

PROPOSED THOROUGHFARE PLAN MAP, 1964



A complete exposition developing the alternatives considered and assumptions made in the preparation of Brevard's thoroughfare system is included in the Brevard Thoroughfare Plan. Also included is a recommended parking plan, design requirements for the thoroughfares, construction priorities and cost estimates, and recommended implementation techniques."

The only thoroughfare improvements implemented since the plan was adopted in 1965 were: (1) the widening of U. S. 64 (Rosman Highway) just west of Brevard and, (2) the improvements to U. S. 276 south of Brevard.

Traffic counts were depicted in the 1964 land use plan which showed tremendous numbers of vehicles "bottlenecking" in Brevard from major traffic routes leading into the city. A more recent traffic count made in 1971 by the State Highway Commission for Transylvania County (Map 3) points out the tremendous increases in traffic congestion since 1964.

From all indications the "loop system" idea which is the major part of the 1964 Thoroughfare Plan has been given low priority by town officials.

Population

The City of Brevard has experienced a slow but very steady population growth throughout the century, with a population of 919 in 1910, to 5,243 people in 1970. While projections in population are subject to error primarily because all projections are based upon past trends, the projections for the year 1970 noted in the 1964 study, "The Economy of Brevard" were fairly accurate. In this report the 1970 population was projected to be 5,752, while the actual census count was 5,243 persons. The actual count confirmed a continuation of past growth patterns in Brevard. Table 2 lists the population increases, and percentages growth rate for both Brevard and Transylvania County in the last decade.

TABLE 2
POPULATION CHART

	1960	1970	Percent Change
Brevard	4,857	5,243	+7.9%
Transylvania County	16,372	19,713	+20.4%
Based upon past trends, projections were made and are listed below:			
	<u>1970</u>	<u>1980</u>	<u>1990</u>
Brevard	5,243	6,123	6,880
Transylvania County	19,713	20,987	23,034

Source: Division of Community Services.

Economy

In 1964 Brevard's citizens enjoyed an above average income level in comparison to the State of North Carolina. Family incomes were substantial with more than 32 percent of the families in Brevard having an income of over \$7,000 per year. At that time Brevard was a predominantly upper middle income town. Life style, education and housing levels reflected this high income percentage. Today the families earning over \$7,000 per year has almost doubled. Even with the inflationary trends in the last decade, this level of income is substantial. Following is a table illustrating monetary categories and their percentages in relation to the population from 1960 to 1970:

TABLE 3
FAMILY INCOME

Family Income	Percent of Population 1960	1970	Percent Change
\$1 - \$1,999	14.7	2.1	+12.6

TABLE 3--Continued

Family Income	Percent of Population		Percent Change
	1960	1970	
\$2,000 - \$2,999	8.0	7.7	-.3
\$3,000 - \$4,999	28.9	9.3	-20.6
\$5,000 - \$6,999	16.0	16.7	+ .7
\$7,000+	32.4	61.3	+28.9
	<u>100.0</u>	<u>100.0</u>	

Source: Census of Population, 1960 and 1970.

Brevard's economy is dominated by national paper and chemical industries and by professional and commercial activities. The following table gives a breakdown of the total labor force for employees over 16 years old in 1970.

TABLE 4
OCCUPATIONAL BREAKDOWN

Occupation	Numbers Employed
Professional, technical and kindred workers	432
Health Workers	52
Teachers, elementary and secondary	76
Managers and Administrators	193
Salaried	129
Self-employed in retail trade	34
Sales Workers	104
Retail Trade	83
Clerical and Kindred Workers	228
Craftsmen, Foremen, and Kindred Workers	318
Mechanics and Repairmen	86
Construction Craftsmen	67
Operatives, except Transport	375
Manufacturing	338
Nonmanufacturing Industries	37
Transport Equipment Operatives	23

TABLE 4--Continued

Occupation	Numbers Employed
Laborers, except Farm	45
Farmers, and Farm Managers	--
Farm Laborers and Farm Foremen	5
Service Workers	198
Cleaning and Food Service Workers	124
Protective Service Workers	17
Personal and Health Service Workers	57
Private Household Workers	62
TOTAL EMPLOYMENT	1,983

Source: Census of Population, 1970.

CHAPTER III

SLOPE, SOILS AND UTILITIES

In platting future land use areas on a map, natural limitations must be taken into account. For example, an area which possesses an unusually high slope will present structural and drainage limitations. A mountainous area would be unfeasible for use as an industrial park because an industry requires relatively level topography, accessibility and good drainage. However, a home builder may find that a mountainside is a very desirable place for constructing a home of modern design.

Also to be considered are the soils and their limitations for land use. A soil that drains poorly or has a poor absorption rate would be less feasible for septic tanks. Such a soil could easily create health problems and cause property damage.

This report takes into account both slope and soil limitations.

Slope

Land with a slope of from five (5) to fifteen (15) percent can be considered for most any type of development except when subject to flooding. Industrial, commercial or residential (preferrably higher density) development could probably be utilized in these areas if not limited by poor soil conditions.

Slopes of from fifteen (15) to thirty (30) percent would more than likely be limited to residential or possibly commercial land uses, which could be modified to fit the topography.

When slopes exceed thirty (30) percent, probably only low density residential land uses could adjust to the severity of the terrain. It would be

extremely difficult to provide both sewer and water service to land uses occupying such mountainous areas, as would the construction of roads by developers. Map 4⁴ illustrates the degree of slope that does exist with the planning area.

Because of the severity of slope, areas to the west and northwest of the Brevard city limits have developed rather slowly with only scattered residential structures being present. Slopes in these areas measure from 30 to 70 percent.

Soils

One of the most critical items to take into account when platting future land use is that of soils. Soil permeability, its shrink-swell potential, its depth to bedrock and the flood hazards it represents are certainly in direct relationship to its usability for certain types of land use. Soils within a flood plain drain poorly and are inconceivable for most uses which involve permanent structures. Bedrock near the surface of the soil can represent construction problems as well as poor absorbability when septic tanks are used.

The following Map 5 is a detailed soil interpretation map which numbers and locates the types of soils present in the Brevard area. The following chart identifies and interprets the various soils in relationship to their utilization for different types of land use.

⁴ Division of Community Services, 1973.

BREVARD, NORTH CAROLINA

1944



extremely difficult to provide both sewer and water service to land uses occupying such mountainous areas, as would the construction of roads by developers. Map 4 illustrates the degree of slope that does exist with the planning area.⁴

Because of the severity of slope, areas to the west and northwest of the Brevard city limits have developed rather slowly with only scattered residential structures being present. Slopes in these areas measure from 30 to 70 percent.

Soils

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BREVARD, NORTH CAROLINA

MAP 4

SLOPE MAP

LEGEND

- 0-15% SLOPE
- 15-30% SLOPE
- OVER 30% SLOPE











BREVARD, NORTH CAROLINA

MAP 5

SOILS MAP

LEGEND

-  COMUS-CODORUS-TOXAWAY
-  DELANCO
-  BRADDOCK-HAYESVILLE
-  CHESTER-EDNEYVILLE-HAYESVILLE
-  CHESTER-EDNEYVILLE
-  TALLADEGA-ASHE



Source: Soil Conservation Service, 1973.

TABLE 5

SOIL INTERPRETATIONS FOR BREVARD, N. C. AND ENVIRONS

Map Symbol	Soil Series	Landscape	Permea- bility	Shrink- Swell Potential	Depth to Bedrock	Flood Hazard	Septic Tank Filter Field	Foundation for Low Buildings	Land- Fill Site	General Agricul- tural
1	Comus	Nearly level	Moderately rapid	Low	6'+	Frequent Brief	Severe, Flooding	Severe, Flooding	Severe Flooding	Good
	Codorus	Flood- plain	Moderate				Severe, Flooding Water Table	Severe, Flooding Water Table	Severe, Flooding Water Table	
	Toxaway			Moderate						
2	Delanco	Gently Sloping stream terrace	Moderate	Moderate	6'+	Occasion- al in low lying areas	Severe, Water Table	Moderate Water Table Severe, Flooding in low areas	Severe, Water Table	Good
3	Braddock Hayesville	Sloping Upland	Moderate	Moderate	6'+	None	Moderate Permea- bility	Moderate Unified Soil Group	Moderate Soil Texture	Good
4	Chester Edneyville Hayesville	Moderately Steep Upland	Moderate	Low	5'+ 4'+ 5'+	None	Severe, Slope	Severe, Slope	Severe, Slope	Fair
5	Chester Edneyville	Steep Upland	Moderate	Low	5'+ 4'+	None	Severe, Slope	Severe, Slope	Severe, Slope	Poor
6	Talladega Ashe	Steep Upland	Moderate	Low	1'-4' 3'-6'	None	Severe, Slope, depth to rock	Severe, Slope, depth to rock	Severe, Slope, depth to rock	Poor

Source: Soil Conservation Service, 1973.

As with the degree of slope, the types of soils present in the Brevard area have limited the development of land. The soils in the mountainous areas are numbered 5 and 6. These soils relate to steep uplands, have shallow bedrock and have poor absorption rates making them poor candidates for septic tank use. Only low-density residential development is suited for this type of soil. On the other hand areas with soil symbols of 3 and 4 are most suitable for most types of development because of good absorption drainage and slope. New residential developments such as the area to the southwest in the Country Club Road area have been placed upon soils more suitable to higher density development.

Water and Sewer Coverage Areas

Utilities, especially water and sewer service, are principal factors in determining the location, type, pattern and density of urban development. Thus, an understanding of the existing and proposed systems, and coverage areas in the planning area is important to the land development plan.

The proposed water and sewer extensions and facilities are illustrated in the community facilities plan prepared for Brevard in 1970. However, for the purpose of this report, an up-to-date water and sewer coverage map was used. The following map shows present water and sewer coverage, which includes areas of past proposals.

Most concentrations of development within the Brevard Planning Area are served by both sewer and water. However, some areas beyond the corporate limits are served only by water lines. The use of septic tanks is common in the outlying areas where sewer service has not been provided. Such is the case of the fast developing residential areas to the south.

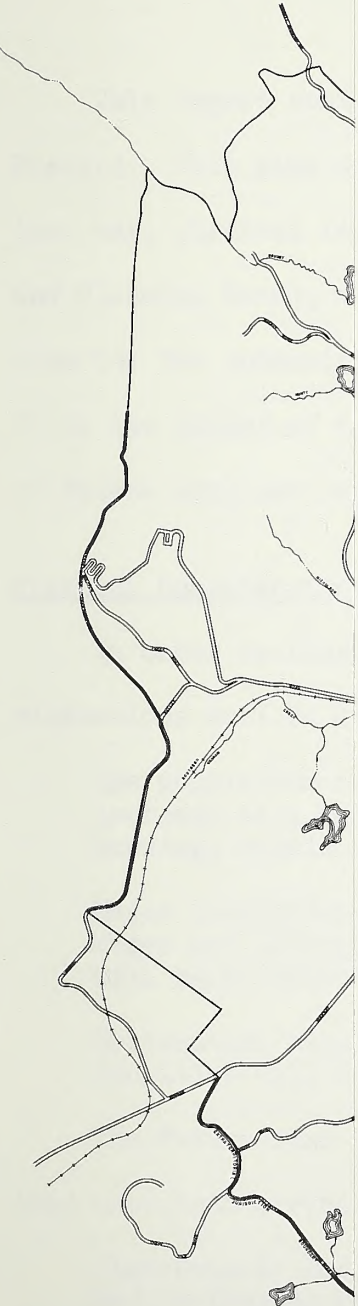
It could be assumed that the extension of sewer lines has had less effect upon new residential development to the fringe areas than the suitability of soils, the degree of slope and the general location of the land.

BR

EVARD, NORTH CAROLINA

MAP 2

WATER AND SEWER
COVERAGE AREA



BREVARD, NORTH CAROLINA

MAP 6

WATER AND SEWER COVERAGE AREA

LEGEND



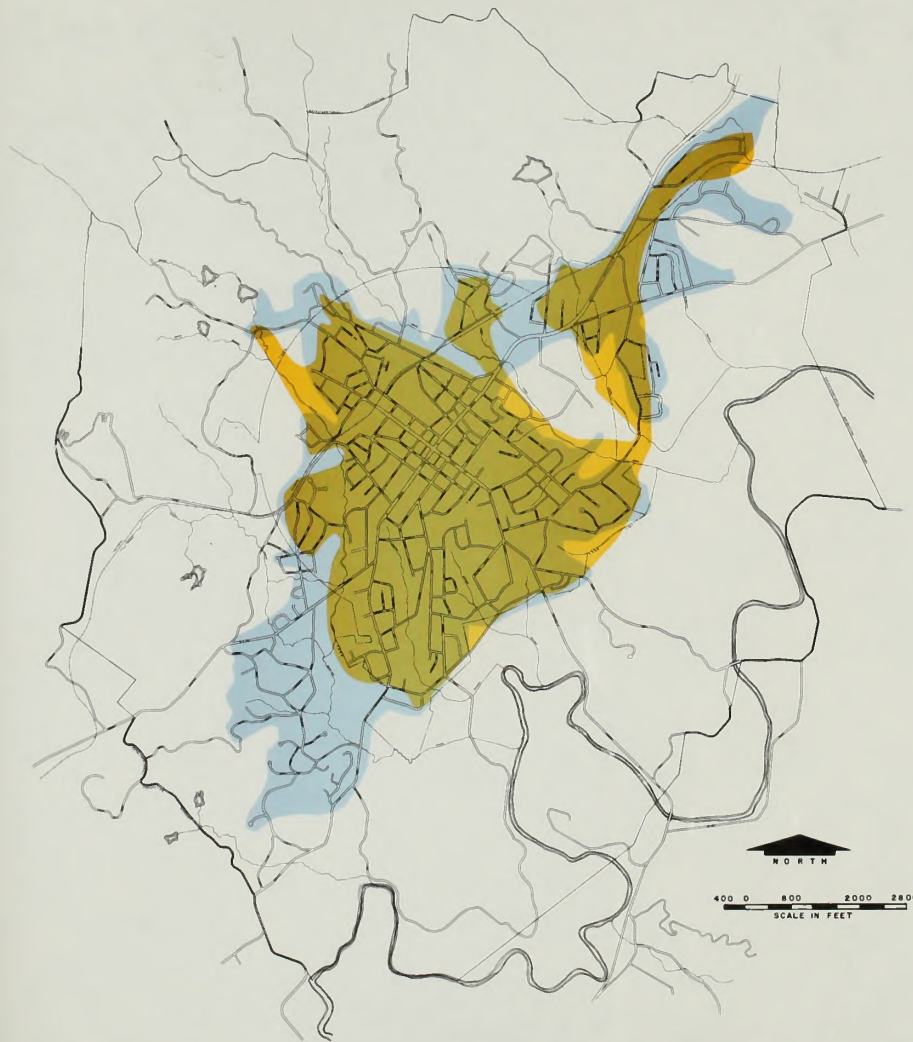
WATER COVERAGE AREA



SEWER COVERAGE AREA



WATER-SEWER COVERAGE AREA



400 0 800 2000 2800
SCALE IN FEET

CHAPTER IV
PLAN UPDATE
AND RECOMMENDATIONS

This report contains a plan for the future development of the City of Brevard. This plan update is based on the preceding analysis of existing land use, physical features and field observation. The Board of Aldermen and Planning Board, after much study and evaluation have formulated this plan for the community that meets the needs and desires of the citizens. It is the intent of this plan revision to present a guide for the prevention of future land use conflicts and the eventual alleviation of past ones.

Planning Considerations

In order to consider a realistic approach several local planning considerations must be assumed. Briefly these considerations are:

The population of Brevard (and the surrounding area) will continue to increase at a moderate rate creating a need for additional lands for housing, retail and services establishments;

Major industries will continue to dominate the area's economy. Wages and living conditions of the majority of the area's residents will be a reflection of the economic status of those industries;

Residential single-family detached dwellings with relatively low-densities will continue to dominate residential land uses.

The Future Land Use Plan as presented on the map has divided future land uses into eleven functional categories:

- High-Density Residential
- Medium-Density Residential
- Low-Density Residential
- Multi-Family Residential
- Central Business District
- Highway Business District
- Neighborhood Business District
- Public, Semi-Public
- Private Recreational

Industrial
Floodplain
Thoroughfare Plan

High-Density Residential

The higher density residential land use occurs primarily within close proximity to the central business district. Here, housing needs are most critical. As the older homes become more in need of repair, and as severe blight grips the impoverished areas, need for new development becomes essential. Because of the area's close proximity to major thoroughfares, schools, shopping and recreation, and is contained primarily within the central city, such areas are ideal for apartment development, both for the elderly and the poor. The higher density areas could most easily support strictly controlled mobile home parks, which could make low-cost housing available to the poor and elderly.

It is in this district that the older homes exist with many being in a state of needed repair. The area between Morgan Street and Silversteen Drive is probably Brevard's most blighted area. Part of this slum area has been designated for public housing. Slum clearance and relocation of families has already begun.

With poor housing being the most serious problem facing the community, efforts must be continued to eradicate blight and its adverse social effects. As federal housing programs are in a state of flux, it will become more the responsibility of local officials to secure funds from other sources and initiate adequate implementation programs for housing and urban revitalization.

Medium-Density Residential

The largest area designated on the Future Land Use and Thoroughfare Plan Map, is that of medium-density residential development. With a density of 2 to 5 dwelling units per acre, the average middle-income resident will live here in single-family dwellings.

Since the 1964 land use plan was developed, former areas of low-density designation have developed to a far greater densities. This is especially true of the areas to the south near Country Club Road.

Although some new development has taken place within the corporate limits of Brevard, such as the low-income housing development in the western section of town, the most significant medium-density residential development has been outside of the city limits, especially to the south. In fact, all the fringe area in close proximity to the city limits line has had substantial development. Thus, a large medium-density district has been designated.

The degree of slope and soils conditions in the medium-density districts are generally favorable although sewer extension to many of the outlying areas has not been provided.

Low-Density Residential

By viewing the soils, slope and utilities extension maps, one can see that many large expanses of land within the extraterritorial boundary have severe limitations for most types of development. These lands are only suitable for low-density residential development below two dwelling units per acre. Topographical conditions generally prohibit smaller lots. In addition, providing sewer to much of this area would be almost prohibitive.

Such are the conditions of the areas designated low-density residential on the Future Land Use and Thoroughfare Plan Map. Only very minimal residential

development is currently present. The degree of slope in the four areas to the north, west and south is from 40 to 60 degrees (Map 4) in poor soils having symbols of from 4 to 6 (Map 5).

Because of the unfeasibility of extending utilities, maintaining roads and the poor absorption rates of the soils in these areas it is recommended that the low-density districts be maintained.

Central Business District

The area designated Central Business District is, of course, the heart of Brevard. Here, many of the commercial services, office activities and governmental functions are located. The C.B.D. should be kept centralized and compact and should not have to compete to any large degree with other commercial centers. In order to maintain its character, the C.B.D. must have room to expand with adequate on-street or off-street parking. Free pedestrian movement is also essential for one-stop shopping.

On the Future Land Use and Thoroughfare Plan map the C.B.D. district has been expanded. To the east the area has been extended to St. Phillips Lane, south to Morgan Street, north to Probart Street and west to Oaklawn Avenue.

Through field observation it was determined that many of the old residential sections bordering the C.B.D. are changing in character and will someday be utilized for commercial activity. This is especially true on East and West Main Street.

The block to the south on which the elementary and junior high complexes sit will also add area to commercial expansion, with plans already in the making to discontinue educational use of the two old buildings.

Secondary Business District

This district is applicable to the area of concentrated commercial use, other than the central business district and is adjacent to it. It should complement the central business district with added commercial uses and services. The secondary commercial district is in actuality the fringe of the C.B.D. core area. Its intent and character should also be protected and it should remain compact and centralized.

Again, through visual survey, attention was given to the changing character of the neighborhoods adjacent to commercial activity and new commercial district borders were designated. The boundary to the east is from the C.B.D. border extending along rear lot lines parallel to East Main Street to Wilson Drive and Park Avenue. The secondary commercial area to north of the C.B.D. has also been expanded along rear lot lines to the east, west and north to Whitmire Street.

The purpose and intent of the secondary commercial district is to provide for larger users of space that serve the C.B.D. Therefore, it is an important factor in determining the vitality of the central city. Adequate room for expansion must be provided along with unhindered traffic and pedestrian circulation.

In Brevard, older housing should be closely watched when bordering secondary commercial areas. As older homes become blighted and the character of the neighborhood changes the land becomes more suitable for commercial use, and beneficial expansion of central city commerce may take place.

However, with strong emphasis upon keeping central city commerce compact, it should be the policy of town officials and merchants to utilize

land within the commercial district boundaries before district expansion is considered.

Highway Business District

This district classification is applicable to major highways leading into Brevard, with the primary purpose of serving the motorists or highway user. Three major built-up commercial areas exist along Brevard's highways within the planning area. One is south of Brevard along U. S. 64. Another is in the north within the city limits running along North Broad Street. The third highway commercial area is also to the north of the city limits also on North Broad Street. These areas have been zoned C-4, Highway Business District on the zoning map.

The extensive use of highways for strip commercial zones or districts can often be harmful to a municipality for the following reasons:

- (1) They create traffic hazards and Brevard's main thoroughfares are already very much overcrowded;
(Map 3)
- (2) Unless shopping centers are present, one-stop shopping is unavailable. In Brevard this adds to traffic congestion;
- (3) The downtown area must compete, losing its value as the commercial center of the town;
- (4) Aesthetics are destroyed. The major entrances to Brevard are becoming eyesores from parking lots, signs, lights and commercial structures;
- (5) Incompatible land uses often exist side by side. The commercial establishments in all highway commercial districts are in close proximity to residential neighborhoods.

Highway commercial districts have been designated on the future land use map where such uses have already built up and where the commercial character of the districts are stable. But, it is the intent of this

report to discourage any further extension of such districts in the form of zoning amendments, in order to prevent possible harm to the community in the future.

One exception to such discouragement would be U. S. 64. Here substantial commercial development has already taken place on both sides of the highway. It is the opinion of the Brevard Planning Board that U. S. 64 is a prime site for such development, and that it should be designated for future highway business use on the future land use map.

Neighborhood Business District

The neighborhood business district is designated to serve only a section or a neighborhood within the City. It should provide convenience goods to nearby residents.

The chief problems in providing for neighborhood business districts are: (a) the selection of a list of permitted uses which is small enough to include only those retail sales and service establishments which depend primarily upon neighborhood trade and yet a list long enough to cover the demands of local residents for "convenience goods" and; (b) the development of bulk density, parking and loading which will recognize the realistic nearby residential districts.

Because such districts are often harmful to residential neighborhoods through traffic congestion, inadequate parking, unpleasing signs, trash piles, etc., neighborhood commercial establishments should be carefully controlled through zoning and building codes. The allowance of too many small commercial establishments under the guise of neighborhood commerce leads to spot zoning and the destruction of the "neighborhood concept."

The Future Land Use and Thoroughfare Plan Map has removed some of the scattered districts present on the zoning map in favor of more strategically located districts. (One south on Rosman Highway and one at the intersection of South Broad and U. S. 64). These districts should adequately serve the extensive neighborhood developments to the south of Brevard for years to come.

One exception has been made to strategic location of a neighborhood commercial district. That is the neighborhood commercial area to the southwest between Cashiers Valley Road and Oakdale Street. With an old industrial site being vacated and old structures being torn down, this is a prime site for black-owned commerce to serve a predominantly black neighborhood.

Here soils are adequate and municipal utilities already exist. The acreage is adequate to support several structures and provide off-street parking.

Public, Semi-Public

Brevard does have an abundance of public land within close proximity, of the corporate limits with the Pisgah National Forest area being one example.

Within the planning area of Brevard, public educational and recreational districts have been designated, based upon present and future needs as described in the study Community Facilities Plan, Brevard, N. C., done in 1970. In the study proposed school sites were designated and have been included in this future land use plan. For in depth analysis, criteria and proposals, the Community Facilities Plan should be referred to.

Private Recreational

As indicated on the future land use map in light green, there is a tremendous amount of private recreational land within Brevard's territorial boundaries. Although it is mainly inaccessible to most of Brevard's residents, land such as the Brevard Music Camp and Camp Keystone is being preserved in the form of open space.

Industrial District

Potential industrial land is almost nonexistent in Brevard. One of the two areas which qualify for future industrial use (area adjacent to Silversteen Road) is heavily occupied by residential development. The remaining area designated in blue on the future land use map is adequate for any potential industrial revitalization in the foreseeable future.

This area should be protected against residential encroachment and should continue to be served by rail, major thoroughfare and utilities.

With the hope of attracting future light industry, whether within the city itself or on the fringe areas, certain steps should be taken to insure protection against incompatible land uses. Some suggestions are: (1) The establishment of a community controlled industrial park; (2) The establishment of industrial "performance standards" (sets of standards limiting the amount of noise, smoke, glare, dust, vibration, fumes, traffic congestion, fire hazards and heat); and (3) The use of "buffer zones" which could be large open areas or green areas between industry and other land uses.

Flood Plain

The flood plain area on the future land use map has been determined in relationship to the Brevard Zoning Map. Land uses within this plain should be minimal. Such uses as the following could be considered:

- (1) Parking lots and loading areas;

- (2) Agriculture;
- (3) Recreation;
- (4) Signs and billboards;
- (5) Storage yards excluding inflammables;
- (6) Transient amusement enterprises;
- (7) Utilities and roads;
- (8) Cemeteries.

A more in-depth study of potential flood hazards is now being done by the TVA. Land in the flood fringe and outside of the floodway could be used for more intensive land uses and be protected by federally subsidized insurance programs. Since Brevard is a high risk area for flooding, its residents could qualify for federal flood insurance programs. It is the recommendation of this report that serious efforts be put into effect for flood prevention. Recommendations are: (1) Redesignation of floodable areas throughout Brevard in relation to TVA studies now being prepared; and (2) That zoning, subdivision regulations and building codes be utilized to more greatly intensify efforts for flood protection once the TVA has completed its studies of the Brevard area.

CHAPTER V

PRIMARY RECOMMENDATIONS

It is the intent of this Chapter to reiterate the primary recommendations discussed earlier in this report. As a guide to the future planning process, the Future Land Use Plan should be utilized to its full extent. It should be dealt with as a reference in shaping the environment of Brevard. Land use control measures such as zoning, subdivision regulations and building codes should not be confused with the Comprehensive Plan, but should be used as a means by which the Plan is implemented.

Primary recommendations of the Future Land Use Plan are:

Residential

(1) That the area designated high-density residential become the focal point of urban revitalization efforts to include slum clearance and new housing in the form of single-family units, multi-family structures and strictly controlled mobile home parks with primary consideration given to the elderly and the poor;

(2) That all residential land uses be protected from commercial and industrial encroachment;

(3) That the degree of slope, the limitations of the soils and the extension of utility lines be intensively evaluated before new subdivisions are developed;

(4) That the vacant areas of land within the corporate city limits be utilized for development before public utilities and services are extended to the fringe areas, thus preventing "leapfrogging;"

(5) That areas designated low-density residential remain low density in order to prevent the unfeasible and/or uneconomical extension of utilities

and roads to areas of severe terrain and soils.

Commercial

(1) That the Central Business District remain the focal point of commercial and governmental activity and that it be protected against unnecessary competition from shopping centers and highway commercial districts;

(2) That adequate, convenient on-street and off-street parking and unhampered pedestrian movement be provided within the Central Business District in order to encourage shoppers through one-stop shopping;

(3) That the Central Business District be provided with area for expansion so that it can remain centralized and compact;

(4) That the Secondary Commercial Districts continue to serve larger users of space than could locate within the C.B.D.;

(5) That the residential areas adjacent to inner-city commercial areas be closely observed for changing neighborhood character, especially older residential areas subject to blight, so that they may be considered for future commercial use;

(6) That Highway Commercial activity should be kept at a minimum in order to prevent added traffic circulation problems and undue competition with inner-city commerce;

(7) That Neighborhood Commercial Districts be kept on a small basis, serving only small areas and allowing only "quick pick-up" merchandise to be sold.

Public and Semi-Public

(1) That as Brevard grows, special attention be paid toward providing adequate schools, parks and indoor recreation for all ages and ethnic groups;



and roads to areas of severe terrain and soils.

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(1) That the Central Business District remain the focal point of commercial and governmental activity and that it be protected against unnecessary competition from shopping centers and highway commercial districts;

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BREVARD, NORTH CAROLINA

MAP 7

FUTURE LAND USE PLAN AND THOROUGHFARE PLAN MAP

LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- CENTRAL BUSINESS DISTRICT
- SECONDARY BUSINESS DISTRICT
- HIGHWAY BUSINESS DISTRICT
- NEIGHBORHOOD BUSINESS DISTRICT
- INDUSTRIAL
- PUBLIC, SEMI-PUBLIC
- PRIVATE RECREATIONAL
- FLOOD PLAIN



LEGEND

MAJOR THOROUGHFARE

MINOR THOROUGHFARE

EXISTING
ALIGNMENT

NEW
ALIGNMENT

LONG
RANGE

— — — — —

— — — — —

— — — — —

— — — — —

— — — — —

— — — — —

(2) That as developers create needs for more public lands and activities through development, they should also provide land for such uses;

(3) That Brevard's city officials protect and preserve present open spaces and facilities through zoning, and subdivision regulations.

Private Recreational

(1) That the large areas now utilized for camps and other recreational uses be protected in the event of sale from harmful development. Zoning, subdivision regulations and building codes are the primary tools for such protection.

Industrial

(1) That industrial land uses be protected from encroachment from residential and commercial land uses;

(2) That buffer zones around industrial land uses be utilized for the protection of adjacent land uses;

(3) That industrial areas continue to be served by adequate transportation and utilities.

Flooding

(1) That new studies by the T.V.A. for the Brevard area be utilized and efforts made for more effective flood protection;

(2) That a more comprehensive flood area designation be made on the zoning map, once T.V.A. studies are completed;

(3) That tools of flood damage prevention such as flood insurance, bringing structural foundations up above flood levels, and zoning be utilized to their fullest extent.

Thoroughfares

(1) That the Thoroughfare Plan adopted by the City of Brevard in 1965

be re-evaluated and implemented.

(2) That land uses within the paths of proposed thoroughfares be carefully observed and controlled in order to prevent future expense and hardship because of the purchase of land, the demolition of property and the relocation of citizens.

CHAPTER VI

IMPLEMENTATION

A land development plan is of value to a community only if it is put into effect. Maps, charts, and published reports are of little value unless they serve as an effective guide for both public and private decisions which fashion the community. Perhaps the most important part of the Brevard Planning Board's job will be the determination of the means of enforcing the plan. There are several legal methods of realizing proposals in the land development plan. Mere adoption of the plan by the planning commission and certification thereof to the city officials of Brevard will not accomplish the purposes for which planning is authorized.

Essential to the achievement of community goals is the implementation of the proposals by all available means, including:

- (1) Subdivision Regulations;
- (2) Zoning Ordinance;
- (3) Code Enforcement;
- (4) Urban Renewal Programs;
- (5) Community Acceptance and Cooperation.

Subdivision Regulations

The control of land subdivision is the means by which private land development can be brought into conformity with the land development plan and the public interest. These regulations establish minimum standards of design and construction for all new land development, including both private and public improvements. They provide the guide by which the planning board and municipal officials equally and fairly may appraise all proposed

plats for subdivision. Subdivision regulations also provide the land developer with a guide to the prerequisites of land subdivision that will meet the approval of the planning board and city commissioners.

These controls are necessary if orderly, economical and sound development is to be achieved. Through the enforcement of such regulations, the design and quality of subdivisions will be improved, resulting in better living conditions and greater stability of property values for the individual property owner. Such controls over land subdivision will insure the installation of utilities that may be economically serviced and maintained, a coordinated street system, and sufficient open spaces for recreation and other public services.

Zoning Ordinance

Zoning is one of the legal devices used to implement the plan. It is not a complete device in itself, but is used in conjunction with other control measures. Zoning divides a city into districts corresponding to the intended use of the land as recommended by the land development plan. It specifically defines the purpose of each district and explicitly prohibits future or intended uses within the district that do not conform with its purpose. To accomplish this, zoning restricts the location, height, bulk, and sizes of buildings and structures. Further restrictions include the density of population and the use of buildings, structures, and spaces. Violation of these restrictions is a misdemeanor. It is essential that a zoning ordinance be enforced as written on a consistent basis. An inconsistent enforcement program or the indiscriminate granting of variances or "favors" may be of such harm that the city would be just as well off

without the zoning ordinance.

There is a great need for zoning in the county as well as in the city. The county needs to preserve the quality of its environment and to prevent low-quality development. Governmental units seem to realize too late the need for regulation of land uses, and in Transylvania County prompt action is necessary.

Code Enforcement

In communities where honest attempts are being made to upgrade the quality of structures and general living conditions, a good code enforcement program is essential.

Codes are governmental requirements placed on private uses of land to protect the occupants from the hazards of living and working in unsound, unhealthy, or otherwise dangerous structures.

The Workable Program for Community Improvement, a requirement for many federally supported programs, requires that the basic codes of buildings, housing, plumbing, electrical, and fire prevention be officially adopted and enforced. A system of codes functions only if accompanied by an inspection system. Inspection of only new buildings does not meet the overall requirements set forth in the Workable Program which also includes the inspection of existing structures.

The purpose of the building code is to protect people from the hazards of structurally unsound buildings. In contrast to the zoning ordinance, which divides the community into districts with different regulations for each, the building code is uniform in character and is applied to the community as a whole. The same is true of the other municipal codes such as plumbing and electrical codes, all of which are concerned with the

public health, safety, and general welfare of the people. While the codes are not derived from the land development plan as are zoning and subdivision regulations, they are created to serve the people in the same way as the comprehensive plan.

Urban Renewal Programs

Another development and implementation tool available to the community is urban renewal. Urban renewal is a process which improves entire sections of the community, especially slums or outdated areas through (1) conservation of any sound structures in the area; (2) rehabilitation of deteriorating structures; (3) clearance of dilapidated structures; and (4) improvement of environmental factors such as the street system, land use pattern, public utilities, and community facilities.

Community Acceptance and Cooperation

Citizen participation is undoubtedly one of the most important factors determining the success of the land development plan. An informed citizenry that is willing to work to achieve the goals set forth in the comprehensive plan is a tremendous asset. A citizenry which refuses to become informed about the needs of the community and to support the programs designed to achieve the community goals can make shambles of the best intentions of the planning board and the government. Perhaps the worst enemies to progress are those people who reject progressive movements because they are either uninformed or content with existing facilities.

Successful citizen participation could be achieved through a public education program designed to inform the community at large of the various purposes and reasons behind the actions of both the planning board and

local authorities.

Experience has shown that such a public information program yields a valuable sounding board technique from which valid suggestions and criticisms usually result. Thus, these suggestions can be integrated into the future goals and plans of Brevard.

APPENDIX

ENVIRONMENTAL CONSIDERATIONS

BREVARD LAND USE PLAN REVISION

1. Abstract

This document is an update of a Land Use Plan prepared for Brevard in 1964. This updated revision analyzes changes in development patterns and implementation methods, identifies new needs and recommends ways and means to meet those needs.

Land was allocated for various functional areas in accordance with soil and topographic conditions, existing development, identifiable trends in development patterns, compatibility of uses, and existing and proposed thoroughfares.

2. The following effects on the environment are based on the assumption that the entire planning area will be developed as per the Plan:

a. Adverse Effects

- (1) Reduction of natural vegetation;
- (2) Increase in rain water run-off;
- (3) Increase in sanitary sewer effluent;
- (4) Increase in solid waste;
- (5) Higher demands on resource-oriented recreation areas;
- (6) Increased air pollution due to more people and their automobiles.

b. Beneficial Effects

- (1) Preservation of open space;
 - (2) Lower population densities than would occur without a plan;
 - (3) Better utilization of available land;
 - (4) Good subdivision regulations restrict development of areas with critical topography which lowers damage to the land and streams caused by erosion;
 - (5) Adoption of better flood plain regulations (as recommended) will protect flood ways;
 - (6) Good traffic circulation minimizes driving time--hence it minimizes air pollution caused by automobile exhausts;
 - (7) Controlled growth will permit the city to expand efficiently the services demanded by an increasing population, i.e., sanitary sewer, storm drainage, solid waste collection and disposal.
3. Effects of development which cannot be avoided entirely will be the loss of natural vegetation and increases in storm run-off and waste products.
4. The alternatives to development under a plan would be either uncontrolled growth or no growth at all. The former alternative would cause untold damage to the environment, while the latter would cause the city to stagnate.
5. The goal of compact growth expressed by the Plan will protect land and water resources for future use.

6. The conversion of agricultural land to urban use cannot be reversed; however, a compact outward growth will mitigate the effects of loss of agricultural activity in the planning area.
7. All existing state and federal and county environmental controls currently being enforced will be applicable to the planning area. Local controls include the zoning ordinance, subdivision regulations, and building and housing codes. The Plan also recommends flood plain controls.
8. The adoption of this Plan as a guide by public agencies and private groups will mitigate the adverse environmental effects of land development as will the continued enforcement and revision of the above-mentioned controls.
9. No issues have been raised at the time of this writing (May 9, 1973).

